

Exhibit C

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Craig S. Chaney
Principal
Merrick Lentz Architecture
12815 NE 126th Place
Kirkland, WA 98034
425.802.5331
craigc@mlarch.com



RE: 11114 S. State Street Dual Restaurant Parking Demand Memo– Sandy City, UT

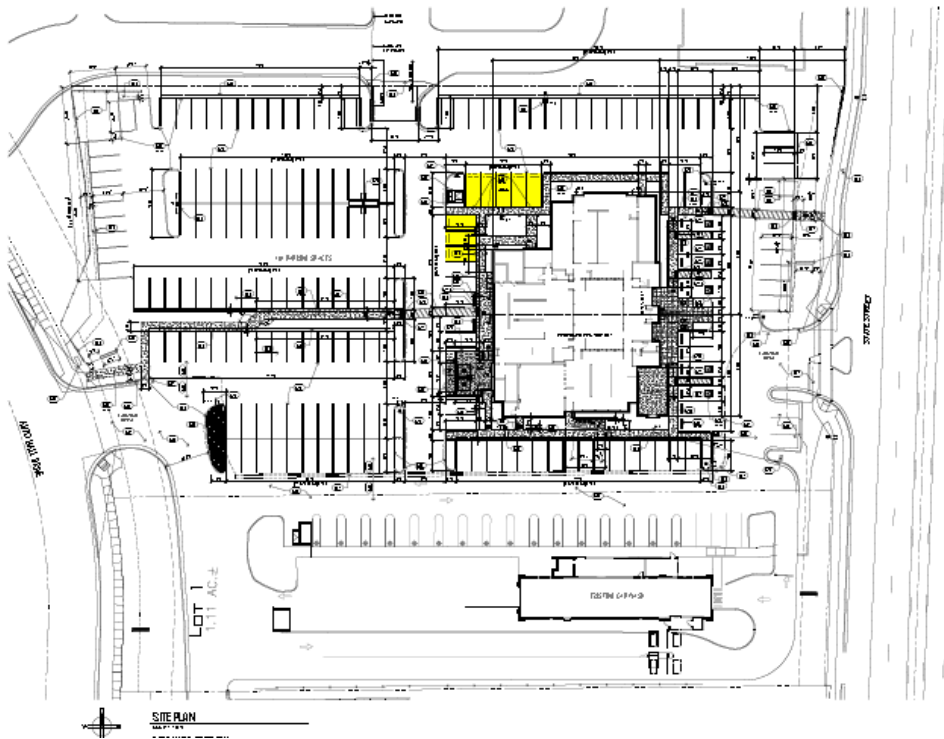
The following quantifies the likely parking demand for the 10,000 square foot dual sit down restaurant located at 11114 S State Street in Sandy City, Utah. The proposed dual restaurants include Bonefish Grill and Outback Steakhouse. The developer is requesting an increase from the City code to allow for the new trend of pick-up delivery services that require temporary parking spaces near the restaurant. While established restaurants must create temporary stalls by taking from the general parking spaces, there is an opportunity to consider this now and allow these temporary spaces to be created in the planning stage and allow the general parking to still maintain the City code requirements. If these short-term/temporary delivery parking stalls are not provided, delivery drivers will double park for their pick-up. By allowing these temporary spaces as additional spaces, this minimizes the impacts the delivery drivers have on parking lot operations.

Further, the site has room to allow for two additional spaces that are being requested above the City code. The latest National Standard reference “2023 ITE 6th Edition Parking Generation Manual” will show that the empirical data for sit down restaurant (land use 932) is typically demanding higher parking rates than what the City code requires and therefore any additional parking above the City code is likely to minimize parking overflow to the adjacent lots on the peak day and times, Friday evening.

The following memo provides the information for the City to determine if the increase being requested is reasonable.



Site Location at 1114 S State Street



Proposed Site Plan at 1114 S State Street

Sandy City Code

Chapter 21-24 of the Sandy City code describes the Parking, Access and Circulation Requirements. The code for restaurants is provided by Section 21-24-8 – Parking Requirements. This provides the minimum parking required based on seats. The 447 seats and 44 employees indicate that the minimum City requirement is 171 parking spaces.

The developer is proposing 181 total spaces, 173 general parking spaces and 8 temporary (pick-up) spaces.

Sec. 21-24-8. - Parking Space Requirements

Minimum

Restaurants	
Restaurant—sit down	1 space per 3 seats (including outdoor seating) plus 0.5 space per number of employees on the largest shift (minimum of 5 employee spaces)

PARKING CALCULATIONS

SEATING SUMMARY

SEATING SUMMARY		ACCESSL TABLES REQ'D (5%)
OUTBACK DINING	144 SEATS	8 LOC'S
OUTBACK PRIVATE DINING	36 SEATS	2 LOC'S
BONEFISH DINING	91 SEATS	5 LOC'S
BONEFISH PRIVATE DINING	68 SEATS	4 LOC'S
BAR LOUNGE	44 SEATS	3 LOC'S
WAITING	20 SEATS	1 LOC
TOTAL INSIDE	403 SEATS	21 LOC'S
PATIO 1	24 SEATS	2 LOC'S
WAITING PATIO	20 SEATS	1 LOC
TOTAL SEATS	447 SEATS	

PARKING CALCULATION

1 space per 3 seats (including outdoor seating) plus 0.5 space/number of employees on the largest shift (minimum of 5 employee spaces)

GUEST PARKING: 447 Seats/3 seats/space = 149 parking spaces

EMPLOYEE PARKING: 44 Employees x 0.5 space/Emp = 22 spaces

REQUIRED PARKING: 171 Parking Spaces

PROPOSED PARKING: 173 Guest Parking Spaces (101.1% of Req'd)

PROPOSED TEMPORARY PARKING (Take-Away): 8 spaces

TOTAL PROPOSED PARKING: 181 spaces

ITE Parking Demand

The ITE 6th Edition Parking Generation Manual is a standard practice reference for determining the likely parking demand based on land use. This is based on empirical data collected from across the US. This data includes weekday (Mon-Thurs), Friday and Saturday and provides both the average and the 85th percentile parking demand rates and is based on the different variable of 1,000 square foot (ksf), the number of seats, and the number of employees.

Using the land use 932 from the ITE Parking Generation Manual, the variable, time period and average and 85th percentile are shown in the following table.

Land Use 932 - High-Turnover (Sit Down) Restaurant			
Parking Demand Rate	10	447	44
ITE Rates	ksf	seats	employees
Weekday Rate			
Avg	8.97	0.28	2.48
85th	13.44	0.48	4.58
Friday Rate			
Avg	14.27	0.47	4.5
85th	20.24	0.79	6.5
Saturday Rate			
Avg	11.53	0.38	
85th	16.37	0.56	
Parking Space Demand			
Parking Spaces	ksf	seats	employees
Weekday Spaces			
Avg	90	125	109
85th	134	215	202
Friday Spaces			
Avg	143	210	198
85th	202	353	286
Saturday Spaces			
Avg	115	170	
85th	164	250	

The ITE data indicates that the critical time is Friday and the ITE rates would indicate that the demand is likely to be higher than the Code requires.

The new trend of using delivery such as Uber Eats, DoorDash, etc, creates the need for temporary parking spaces near the restaurant pick up area. Many existing restaurants are having to convert general parking into the pick-up parking spaces.

Adding designated delivery parking stalls is a crucial strategy for restaurants to optimize high-volume carryout, with 3-4 converted spots allowing for faster, safer, and more efficient order pick-ups. These spaces, often combined with clear signage or a dedicated pickup window, improve traffic flow and reduce illegal, risky double-parking by delivery drivers.

- By allowing these as separate spaces, allows the general parking to still meet the City parking code requirements and therefore, these temporary spaces should be allowed as this is a new operational aspect of restaurants that the City code has not considered.

The developer is asking that the general parking be allowed to increase from 171 to 173 spaces of general parking (181 total with the 8 temporary spaces). The ITE data indicates that the parking demand is likely to be higher than the City code is and therefore the addition of the 2 general spaces, if space is available on the site, is prudent. City Code 21-24-3 (b) indicates that an increase up to 10% is allowed if justified.

City Code Direction (21-24-3-(b))

Parking Increase. Developments are required to provide a certain number of parking stalls, as determined by this title, based on the land uses associated with the site. In some cases, it may be appropriate to allow for more than the required parking. At the time of site plan review, a Parking Plan shall be submitted showing all parking spaces, the overall circulation system, and justification for requesting increases in parking space requirements as specified below:

(1)

Increase up to Ten Percent. The Director may approve an increase of up to ten percent of the amount of required parking upon review of one or more of the following that justifies the request:

a.

Parking Demand Analysis. A study provided by a licensed transportation engineer that demonstrates actual usage of employees and customers of the proposed land use or similarly situated land uses in other locations.

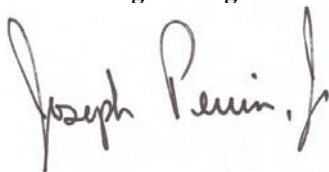
b.

Market Demand Analysis. A study provided by a licensed real estate professional or real estate financial professional that provides estimates of current market demand for a particular land use.

Please contact me with any questions.

Sincerely,

A-Trans Engineering



Joseph Perrin, PhD, PE, PTOE
Principal